

CENTRAL INTELLIGENCE AGENCY

INFORMATION REPORT

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SECURITY INFORMATION

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COUNTRY Hungary

SUBJECT Inland Waterways

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This is UNEVALUATED
Information

THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
THE APPRAISAL OF CONTENT IS TENTATIVE.
(FOR KEY SEE REVERSE)

1. The design of the lock at Siofok is similar to the Kvassay (sic) lock at Csepel. It consists of a single power-operated lock of ferro-concrete construction with walls 39-40 cm. thick, and can take one small tug and one barge of 70 carload capacity. 25X1
2. The (three) Körös rivers are all regulated by locks.
3. The width of the navigable channel in the Danube is 18-20 meters above, and 25-30 meters below, Gönyű. The clearance under the bridges (at high water) varies between 9 and 11 meters, except for the Kossuth bridge at Budapest, where the clearance is less. The depth of the navigable channel below Budapest is 16-19 dm.. Heavy rainfall does not increase the depth by more than 10 centimeters. The draught of the largest barges in current use is 12-15 dm..
4. The volume of traffic using the Danube is increasing, and is now greater than at any time in the inter-war or post-war period. Barges belonging to Meszhart and the Soviet-operated DDSG make four trips each per year between Bratislava and Kiliya. These vessels mostly have an equivalent capacity to 100 railway cars. The tank barges have an equivalent capacity of 50 cars.
5. The Tisza, Drava, Maros and Körös rivers can take vessels of up to approximately 700 tons, as compared with the Danube which can take vessels of up to 3000 tons.

25 YEAR RE-REVIEW

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